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- e. The jumper pulled several shrouds so as to reduce the total surface of the parachute, thus increasing the speed of descent. (1)
- h. There was a military airfield 2x1.5 km which is located about 11 km northnorthwest of the training cirfield, about 5 km west of the road to Hoscow. The Airfield had an asphalt runway, about 150x20 meters, a hangar with workshops and a new barracks building occupied by about 120 Soviet Air Force personnel who were under the command of a lieutement celonel. (2)
- 5. The following aircraft were observed:
 - a. bout 25 benders with single tail assembly, upper side of nose turret of plexiclass. A machine (un projected from nose. There was a plexiclass cupola on the wings, with a machine (un projecting toward the rear. (3)
 - b. About 10 simple-ongine fighters, landing gear retracting outward, retractable tail shid and with an opening for an aircraft cannon and a machine gun in each of the leading edges of the wings. (4)
 - c. About 15 sin be-engine aircraft with in-line engine, retractable Randing gorr and dail skid. (5)
- 6. Almost all flying was done in formations of nine planes. Up to three such formations were observed at the same time. These formations frequently returned after only two or three hours, and occasionally after one or two days. A formation of nine four-engine between landed once at the field, in August 1917. After refueling this formation again left in a northerly direction.
- 7. One or two groups of 10 to 15 men were instructed several times a week on aireraft at the landing field.
- S. The airfield was located about 5 km north of Podolsk west of the interurban railroad line to Poscow. A stop on this railroad line was at the field, which had no concrete runways or any installations. It the edge of the field were three small wooden buts and five or six two-story settlement houses, occupied by rail-road workers. Replacement parts and various equipment were dumped near a tent. (7)
- 9. Show 10 to 15 single-engine fighters (radial engines, three bladed light-metal propellers, compact fuschages, elliptical wings, lending gears retracting outward), and 10 to 15 biplanes were stationed at the field.
- 10. There were circling flights with subsequent emergency landing practice on adjoining meadows, formation flying in groups of three, and parachute jumps from biplanes, with red and blue parachutes being used. The pilots were billeted in Podolak and went to the airfield by train.
- The There was another airlield flout 2 im southwest of Podolsk, northwest of the road to Tula. Two or three aircraft bangers believed to be new were at the lield, in addition to four four-story barracks-like buildings, which also seemed to be new. (7) and (8).
- 12. Mou: 30 "H. 2" type aircraft and 10 biplanes were seen at the field. There was always brish flying; formation flying with up to three squadrons was frequently observed.
- 13. The airfield is located 6 to 8 in southwest of localsk, just north of the road, the approach road to the airfield was prived about September 1949. There was no concrete ranway. (8)



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- ili. It the edge of the arriveld were six to eight large sheds with corrugated sheet from roofs, and quartering facilities, probably wooden contoment buildings. Two radio stations were near the landing field.
- 15. About 10 JI 2 planes, called such by an air force officer, one U-2 and several sport planes were stationed at the field and made single flights and formation flights in groups of three.
- 16. The airfield personnel was estimated at several hundred officers and Al. On the road leading from Podolsk to the airfield, vest of the town, was a block of barracks which seemed to be unoccupied.
- 17. Two old wooden buildings were close to the railroad station at the airfield north of Podolsk, west of the railroad line to Moscow. About 20 to 25 big-planes and three gliders were stationed at this field. Single parachute jumps and the launching and release of gliders were observed every day. (1)
- 18. Take-offs and landings of four-engine aircraft behind a woods north of the aircliedd were observed. The planes were fitted with radicl engines. The forward section of the fuselage was very long and its rear extended beyond the couble tail urit, it had two nose wheels and one main landing gear, both retractable, nose and tail turrets, two cun positions on top of the fuselage, two or three under the fuselage and presumably two on either side of the fuselage. Long barrels (sic) projected from all cun positions. These planes usually flow singly, but occasionally in wedge formation of three. (2)
- 19. The four-engine aircraft frequently dropped foils from various heights. These foils were dropped in the shape of balls in the size of a child's head and broke into numerous individuals strips during their fall.
- 20. Several barracks, seme of them carouflaged in a woods, were located southwest of Podelsh, north of a road leading to the second airfield. They were occupied to capacity, presumably by a parachute unit which, in October 1949, passed through Podelsh in 50 to 60 STS-trucks, each carrying 10 to 15 soldiers. All these vehicles were marked by a white parachute. The troops were all armed with submaching guns. (8)

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- Comments.

 (1) Observations prior to Rovember 1947 at the airfield located west of the railroad station indicated that a parachute school for training soldiers, officers,
 and civilians from Roscow, was sustioned there. On the whole this report
 supplements and confirms the picture of the occupation of this field up to
 October 1949. It is believed that the airfield is now used as a paratrooper training center for the pre-military training of Dosav members. Freliminary training of Dosav pilots possibly also takes place there. The fighter
 squadron scen was probably stationed there temporarily. See 'nnex 1 for
 sketch showing location of airfields near Podolsk.
- (2) Available reports on the military airfield near Yasov, 12 km north-northwest of Fodelsk, covered only a period up to September 1947. This previous information led to the conclusion that it was an advanced flying school, as was inferred from the numerous types of aircraft stationed at the field. The observations contained in the present report supplement the picutre of occupation until October 1949. They again indicate that a bomber pilot school, and purhaps also a bomber unit, is located there. It is particularly noted that this school or bomber formation was equipped with four-engine aircraft (Soviet B 29s). See innex 1 for sketch showing location of airfield.
- (3) Probably II-d. (4) Probably II-12.

(5) Probably a fighter model of the Vali-9 series on an IL-12/II-10.

(6) The mentioned absence of two or three hours probably referred to the formationflat ht exercises by the II-b formations.

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(?) See 'max 2 for sketch, showing location of this field.
(8) It was inferred from previous reports on the military flying field, 3 or him southwest of Fodolsk, that a ground attack regiment or a transport regiment was stationed there. This report, which covers a period of observation ending in October 1949, confirms the presence of a ground attack regiment there. Transport planes were no longer observed. It is assumed that the transport regiment and the paratrooper unit held joint maneuvers in the summer of 1949 and was then transferred to some other airfield. Thereas the paratrooper unit returned to its previous field, the transport regiment probably did not return or its return was not observed by source.

2 nnexes: Location Sketch of Airfields Near Podolsk. (1 Location Sketch of Airfields Near Podolsk. (2

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